

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, March 12, 2012
TIME: 7:00 – 9:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 311
Arlington, VA 22201

SPRC STAFF COORDINATOR: Samia Byrd, 703-228-3525

- Item 1. Rosslyn Gateway PDSP & Site Plan (SP #419) 7 pm-9:00 pm**
(RPC#s 16-020-001; 16-020-002; 16-020-006; and portions of the 20th Street North, North Moore Street, 19th Street North and Ft. Myer Drive right-of-way) Planning Commission and County Board meetings to be determined.
Aaron Shriber (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?lnsLinkID=978>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1

Rosslyn Gateway PDSP & Site Plan (SP #419)

(RPC#s 16-020-001; 16-020-002; 16-020-006; and portions of the 20th Street North, North Moore Street, 19th Street North and Ft. Myer Drive right-of-way)

AGENDA: First Meeting—September 19, 2011

- 1) Informational Presentation
 - a) Overview of Phased Development Site Plan and Final Site Plan Proposal (Staff)
 - b) Presentation of Phased Development Site Plan and Final Site Plan Proposal (Applicant)

Second Meeting—November 14, 2011

- 2) Contextual Discussion
 - a) Applicant Presentation—*15 minutes*
 - b) Staff Presentation
 - i) Rosslyn Station Area Plan Addendum Update—Anthony Fusarelli (CPHD)—*10 minutes*
 - ii) Transportation Planning—*20 minutes*
 - (1) N. Lynn Street Esplanade—Tom Hutchings (DES)
 - (2) Rosslyn Multimodal Transportation Study—Ritch Viola (DES)
 - iii) Parks and Recreation—*20 minutes*
 - (1) Public Art (Corridor of Light)—Angela Adams (PRCR)
 - (2) Public Parks (Gateway Park)—Scott McPartlin (PRCR)
 - iv) Retail Issues—Jill Griffin (AED)—*10 minutes*
 - c) Questions/Wrap Up—*15 minutes*

Third Meeting—December 12, 2011

- 3) PDSP Discussion
 - a) Land Use
 - b) Streetscape Environment
 - c) Road Improvements
 - d) Vehicular Access/Circulation
 - e) Building Guidelines (placement, height, etc.)
 - f) Parking
 - g) Pedestrian Points of Access
 - h) Retail
 - i) Construction Phasing

Fourth Meeting—February 16, 2012

- 4) Transportation (*continued from previous meeting*)
 - a) Infrastructure

- i) Street systems (w/existing, Rosslyn Multimodal Study, and proposed cross sections)
- ii) Vehicular and pedestrian routes
- b) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
- c) Delivery Issues
 - i) Drop offs (hotel/residential building lay-by)
 - ii) Loading docks

Fifth Meeting—March 12, 2012

- 5) PDSP Issues Follow Up/Responses
 - a) Land Use Patterns
 - b) Density
 - c) Building Placement
 - d) Building Massing
 - e) Building Height
 - f) Phasing
 - g) Right-of-Way and Easement Vacations
 - h) Multimodal Transportation Plan Street Improvements
 - i) Streetscape Environment
- 6) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Context of streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Compliance with adopted planning documents
- 7) Open Space
 - a) Orientation and use of open spaces
 - b) Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c) Compliance with existing planning documents and policies
 - d) Landscape plan (incl. tree preservation)
- 8) Building Architecture
 - a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED Score
 - vi) Accessibility

- vii) Historic Preservation (if applicable)
- b) Retail Spaces (if applicable)
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
- c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

Sixth Meeting—TBD

- 9) Community Benefits
 - a) Public Art
 - b) Affordable Housing
 - c) Underground Utilities
 - d) Historic Preservation
 - e) Other

- 10) Construction issues
 - i) Phasing
 - ii) Vehicle staging, parking, and routing
 - iii) Community Liaison

11) Wrap Up

Site Location: 2.20-acre (95,866 square feet) site located in the Rosslyn Station Area Plan Addendum Area bounded on the north by Lee Highway, on the east by North Moore Street, on the south by 19th Street North and on the west by Ft. Myer Drive.

Applicant Information:

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BACKGROUND: The applicant requests approval of the following actions:

- Rezoning of the 2.20-acre subject site from the “C-O” and “S-3A” zoning districts to the “C-O-Rosslyn” zoning district;
- Phased Development Site Plan (PDSP);
- Site Plan (SP #419) to consolidate SP #39 (Rosslyn Gateway South office building) and SP #54 (Rosslyn Gateway North office building); and
- Vacation of 36,432 square feet consisting of County right-of-way (23,761 square feet) and public street and utility easements (12,671 square feet).

The site is located within the Rosslyn Station Area Plan Addendum and the General Land Use Plan (GLUP) designates the site as “High” Office-Apartment-Hotel and within the “Rosslyn Coordinated Redevelopment District” (GLUP Note 15). The applicant proposes to redevelop the site in conformance with the “C-O-Rosslyn” zoning district and the recommendations of the Rosslyn Station Area Plan Addendum. Specifically, the applicant proposes a PDSP to plan for the ultimate redevelopment of the block with three buildings at the maximum density permitted by the “C-O-Rosslyn” zoning district (958,660 square feet; 10.0 FAR). The site plan application (SP #419) requests the consolidation of SP #39 and SP #54 for purposes of a) permitting the removal of the Rosslyn Gateway South office building; b) retention of the Rosslyn Gateway North office building; c) development of a twenty-four (24) story building consisting of 488,980 square feet of office space and 7,909 square feet of ground-floor retail use; and d) development of a twenty-five (25) story building consisting of 172,663 square feet of residential use (133 units), 133,952 square feet of hotel use (148 units) and 10,001 square feet of ground-floor retail use. The requested density of SP #419 is 948,016 square feet (9.89 FAR). Though the PDSP proposes the ultimate replacement of the Rosslyn Gateway North office building with a 145,155 square foot building consisting of 137,468 square feet of residential use (150 units) and 7,687 square feet of ground-floor retail use, SP #419 proposes to retain the Rosslyn Gateway North building (134,511 square feet) as an interim condition. Removal of the Rosslyn Gateway North building and development of the future residential building will be subject to a future amendment to SP #419, though the PDSP will prescribe density, massing and form guidance for a future site plan amendment.

The following provides additional information about the site and location:

Site: The 2.20-acre (95,866 square feet) site is bounded on the north by Lee Highway, on the east by North Moore Street, on the south by 19th Street North and on the west by Ft. Myer Drive. The site is surrounded by the following land uses:

- To the north: Lee Highway and Gateway Park. The property is designated Public on the General Land Use Plan (GLUP) and is zoned “S-3A” Special Districts.
- To the east: North Moore Street and the RCA office building (SP #66). The property is designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and is zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.
- To the south: 19th Street North and the 1812 North Moore development (SP #18). The property is designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and is zoned “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts.
- To the west: Ft. Myer Drive and a Holiday Inn hotel (SP #79) and the Turnberry Tower condominium building (SP #19). The properties are designated “High” Residential on the GLUP and zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts (SP #79) and “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts (SP #19).

Existing Zoning: “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “S-3A” Special Districts.

Proposed Zoning: “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts.

General Land Use Plan Designation: “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” (GLUP Note 15)

Neighborhood: The site is located within the Rosslyn Coordinated Redevelopment District and is governed by the recommendations of the Rosslyn Station Area Plan Addendum.



Existing Development: The site is currently developed with two (2) office buildings with above and below grade parking structures, as well as some surface level parking spaces. The Rosslyn Gateway North office building consists of 148,779 square feet and the Rosslyn Gateway South office building contains 118,094 square feet. Skywalk elements are located adjacent to the Rosslyn Gateway North office building and provide access from the site to areas located across Lee Highway to the north, North Moore Street to the east, and Ft. Myer Drive to the west.

Development Potential:

| Site Area ¹ | DENSITY ALLOWED/TYPICAL USE | MAXIMUM DEVELOPMENT |
|------------------------------|--|---------------------------------|
| Existing Zoning | | |
| “C-O” By-Right | One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR | 16 lots; or 61,090 sf |
| “C-O” Site Plan ² | Office, Commercial and Hotel: 3.8 FAR; or Multiple-Family Dwellings: 4.8 FAR | 386,904 sf; or 488,721 sf |
| Proposed Zoning | | |
| “C-O-Rosslyn” By-Right | One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR | 16 lots; or 61,090 sf |
| “C-O-Rosslyn” Site Plan | Office, Retail, Service Commercial, Hotels and Multiple-Family: 10.0 FAR | 1,018,170 sf |

¹The applicant’s property consists of 72,105 sf, with inclusion of the requested areas of vacation, the PDSP and 4.1 site plan area consist of 95,866 sq.ft.

²No portion of the site may be used more than once in computing the permitted density.

Proposed Development: The following table sets forth the preliminary statistical summary for the proposed site plan:

| | Initial Proposal | Current Proposal |
|-------------------------------------|-----------------------------------|-----------------------------------|
| Site Area | 101,817 sq. ft. | 95,866 sq. ft. |
| Applicant's property | 72,105 sq. ft. | 72,105 sq. ft. |
| County r-o-w | 29,712 sq. ft. | 23,761 sq. ft. |
| County public easements | 12,671 sq. ft. | 12,671 sq. ft. |
| Density | | |
| PDSP | 1,018,170 sq. ft. (10 FAR) | 958,660 sq. ft. (10 FAR) |
| Office | 502,883 sq. ft. | 488,980 sq. ft. |
| Retail | 17,064 sq. ft. | 25,597 sq. ft. |
| Hotel | 133,952 sq. ft. (148 units) | 133,952 sq. ft. (148 units) |
| Residential | 364,271 sq. ft. (302 units) | 310,131 sq. ft. (283 units) |
| Phase I | 172,663 sq. ft. (133 units) | 172,663 sq. ft. (133 units) |
| Phase II | 191,608 sq. ft. (169 units) | 137,468 sq. ft. (150 units) |
| FSP | 961,073 sq. ft. (9.44 FAR) | 948,016 sq. ft. (9.89 FAR) |
| Office | 637,394 sq. ft. | 623,491 sq. ft. |
| Existing RGN Building | 134,511 sq. ft. | 134,511 sq. ft. |
| New Office Building | 502,883 sq. ft. | 488,980 sq. ft. |
| Retail | 17,064 sq. ft. | 17,910 sq. ft. |
| Hotel | 138,998 sq. ft. (148 units) | 133,952 sq. ft. (148 units) |
| Residential | 172,036 sq. ft. (133 units) | 172,663 sq. ft. (133 units) |
| "C-O-Rosslyn" Max. Permitted | 10.0 FAR | 10.0 FAR |
| Height¹ | | |
| Office | 323 ft. | 323 ft. |
| Main Roof | 300 ft. | 300 ft. |
| Penthouse | 23 ft. | 23 ft. |
| Hotel/Residential | 314.6 ft. | 308 ft. |
| Main Roof | 286.7 | 285 ft. |
| Penthouse | 27.9 ft. | 23 ft. |
| Future Residential | 270 ft. | 270 ft. |
| Main Roof | 247 ft. | 247 ft. |
| Penthouse | 23 ft. | 23 ft. |
| Existing Gateway North | 149 ft. | 149 ft. |
| "C-O-Rosslyn" Max. Permitted | 300 ft. | 300 ft. |
| Parking | | |
| Office² | | |
| Standard Spaces | 117 spaces | |
| Compact Spaces | 219 spaces | |
| Standard Tandem Stacker Spaces | 185 spaces | |
| Compact Tandem Stacker Spaces | 8 spaces | |
| Handicap Spaces | 6 spaces | |
| Handicap Van Spaces | 2 spaces | |
| Parking Provided | | |

| | | |
|---|--------------------------------------|--|
| PDSP | 509 spaces (1 sp/988 sq. ft.) | 518 spaces (1 sp/944 sq. ft.) |
| FSP | 537 sp. (1 sp/1,187 sq. ft.) | 524 spaces (1 sp/1,190 sq. ft.) |
| Min. Office Req. Parking Ratio | 1 sp/1,000 sq. ft. | 1 sp/1,000 sq. ft. |
| Min. Office Req. Parking Spaces | | |
| PDSP | 503 spaces | 489 spaces |
| FSP | 638 spaces | 624 spaces |
| Hotel | | |
| Standard Spaces | 25 spaces | |
| Compact Spaces | 12 spaces | |
| Standard Tandem | 15 spaces | |
| Compact Tandem | 22 spaces | |
| Parking Provided | | |
| PDSP | 74 spaces (.5 sp/key) | 74 spaces (.5 sp/key) |
| FSP | 74 spaces (.5 sp./key) | 74 spaces (.5 sp/key) |
| Min. Hotel Required Parking Ratio | 0.7 sp/unit | 0.7 sp/unit |
| Min. Hotel Required Parking Spaces | | |
| PDSP | 104 spaces | 104 spaces |
| FSP | 104 spaces | 104 spaces |
| Residential | | |
| Automated Standard Spaces | 113 spaces | |
| Parking Provided | | |
| PDSP | 233 spaces (.92 sp/unit) | 248 spaces (.88 sp/unit) |
| FSP | 113 spaces (.85 sp/unit) | 113 spaces (.85 sp/unit) |
| Min. Residential Required Parking Ratio | 1 sp/unit | 1 sp/unit |
| Min. Residential Required Parking Spaces | | |
| PDSP | 253 spaces | 283 spaces |
| FSP | 133 spaces | 133 spaces |
| Retail³ | | |
| Standard Spaces | 7 spaces | |
| Parking Provided | 7 spaces (1sp./1,009 sq. ft.) | 10 spaces |
| Min. Retail Required Parking Ratio | 1 sp/1,000 sq. ft. | 1 sp/1,000 sq. ft. |
| Min. Retail Req. Parking Spaces | | |
| PDSP | 8 spaces | 10 spaces |
| FSP | 8 spaces | 8 spaces |
| LEED | | |
| Office | Platinum (v. 2.0 Core & Shell) | Platinum (v. 2.0 Core & Shell) |
| Residential/Hotel | Platinum | Platinum |

| | | |
|--|---------------------------|---------------------------|
| | (v. 2.2 New Construction) | (v. 2.2 New Construction) |
|--|---------------------------|---------------------------|

¹ Building Height exclusive of penthouse height which may not exceed 23 feet (Zoning Ordinance Sect. 31.B.2.a)

² Office parking space allocations by type based upon final site plan proposal

³ Retail exclusions of 5,000 sq. ft. per building are permitted when buildings are within 1,000 feet from of a Metrorail entrance (Zoning Ordinance Sect. 33.C.3.a(2))

Density and Uses: The subject site is currently zoned “C-O” and “S-3A;” the GLUP designates the site as “High” Office-Apartment-Hotel and within the “Rosslyn Coordinated Redevelopment District.” The applicant proposes to vacate portions of County owned right-of-way (currently zoned “S-3A”) for purposes of rezoning this publicly owned land along with the applicant’s owned site area to the “C-O-Rosslyn” zoning district. This PDSP proposes a layout containing a twenty-four (24) story building consisting of 502,883 square feet of office use and 7,063 square feet of ground-floor retail space, a twenty-five (25) story building consisting of 172,663 square feet of residential use (133 units) and 133,952 square feet of hotel use (148 units) with 10,001 square feet of retail space, and a 145,155 square foot building consisting of 137,468 square feet of residential use (150 units) residential/retail building consisting of 145,155 square feet. Whereas the PDSP seeks approval of the maximum development potential of the site as permitted “C-O-Rosslyn” zoning district, SP #419 requests approval to retain the existing Rosslyn Gateway North office building, while permitting development of the office building and the residential/hotel building, which results in a density less than the maximum 10.0 FAR of the “C-O-Rosslyn” zoning district. The requested density of the PDSP is 958,660 square feet (10.0 FAR), while SP #419 requests a density of 961,073 square feet or 9.44 FAR. Development of the proposed 145,155 square foot future residential/retail building will not be permitted until approved subject to a future amendment to SP #419.

Site and Design: The difference between the PDSP and the site plan application is the retention of the Rosslyn Gateway North office building with the site plan, which will eventually be replaced with a 145,155 square foot residential building with ground-floor retail at a future date subject to an amendment to SP #419. As proposed, the twenty-five (25) story office building will be located in the southern portion, while the twenty-four (24) story residential/hotel building will be situated in the northeast portion of the site. A service drive will bisect the site on an east-west axis that will provide access to the parking garages and loading areas for each of the buildings. In addition, a lay-by drop-off area is proposed for the residential/hotel building, which will be provided from the south side of Lee Highway. Ground-floor retail space will be provided for each of the three buildings proposed with the PDSP, which will introduce active uses along the project’s public street frontages and towards Gateway Park. The residential/hotel building has been designed with a transition between the uses occurring at the twelfth floor. Parking for the office and hotel components will be comprised of standard, compact, tandem and compact stacker, and accessible parking spaces located in the below grade parking structure. All of the parking spaces in the below grade parking structure will be provided on a managed basis, which will allow the spaces to be shared during the off-peak periods. Parking for the residential component will be accommodated through an automated parking system that will store the vehicles on the third and fourth floors.

The existing Rosslyn Gateway North office building will be provided with existing parking, though in a reduced capacity. The proposed heights of the buildings will permit a taper in height from the central portion of Rosslyn northward towards Gateway Park. In addition, the residential/hotel building will have rooftop terraces located above the fourth and twenty-fourth floors, while the office building will have terraces recessed from the face of the building above the second and third floors. Both buildings have been designed to employ a glass curtain façade for each elevation.

TRANSPORTATION

The Rosslyn Gateway project is located near the center of Rosslyn—a neighborhood that is a regional and local multimodal transportation hub. Strong links between local and regional roadways exist in the vicinity of the subject site including a metro rail/bus transfer center (Rosslyn Metro Station), commuter bus stops, numerous private bus and shuttle stops, as well as the confluence of multiple bike trails and routes. Connecting all of these elements is a complete network of sidewalks and sky bridges.

The existing street network around the site is confusing due to the presence of one-way roads, the mini-loop road and the unusual geometry of some of the road segments in the area. As part of the Rosslyn Multimodal Transportation Study (the “Multimodal Study”), the County hopes to normalize and unify the street network in the area, creating a series of complete streets that better address all of the intended street users in the area.

Streets and Roadway Network: The Rosslyn Gateway block is bound by Lee Highway (VA Route 29) to the north, North Moore Street to the east, 19th Street North to the south and Fort Myer Drive to the west. A mini-loop road exists directly adjacent to the site effectively creating a one-way pair with the main roadways which are also one-way roads. The mini-loop road operates with one-way vehicular traffic flow in a clockwise direction extending along Fort Myer Drive, eastbound Lee Highway and North Lynn Street as well as portions of 19th Street North. The loop road helps reduce the number of curb-cuts on the main roadways surrounding the site and it provides access management for building entries and loading/garage access. In addition, the site is in close proximity to Interstate 66 (I-66), VA Route 110 (SR-110), the George Washington Memorial Parkway and Arlington Boulevard (US-50)

The Master Transportation Plan (MTP) classifies Lee Highway, Fort Myer Drive and 19th Street North as “Type B – Primarily Urban Mixed Use Arterials.” North Moore Street is identified as an “Urban Center Local Street.” The MTP also identifies portions of both Lee Highway and Fort Myer Drive adjacent to the site as part of the County’s Primary Transit Network.

Historic traffic volume data for streets adjacent to the site are provided below. The data is compiled from both Arlington County and VDOT traffic count data.

| | Traffic Counts in Vehicles Per Day (VPD) | | | |
|--|---|---------------|-------------|---------------|
| | <u>1980's</u> | <u>1990's</u> | <u>2005</u> | <u>Recent</u> |
| | | | | |

| | | | | |
|---|--------|--------|--------|--------|
| Interstate 66 (west of Lynn) | 68,500 | 93,000 | N/A | 96,000 |
| Lee Hwy. (west of Lynn) | 30,000 | 37,500 | 35,000 | 31,900 |
| Lynn St. (south of Lee) | 20,000 | 25,000 | 20,000 | 28,600 |
| Fort Myer Dr. (south of Lee) | 13,000 | 11,600 | 15,000 | 18,500 |
| 19th St. (west of Lynn) | 8,000 | 9,300 | 7,500 | 7,600 |
| <i>Sources: VDOT and Arlington County DES</i> | | | | |

Lee Highway

The portion of Lee Highway adjacent to the site functions as a one-way pair (eastbound and westbound lanes) separated by Gateway Park. The eastbound segment is directly north of the site, and is separated from the existing development by the mini-loop road. Along the site frontage there is a slip lane providing vehicular access to and from the loop road and Lee Highway. The mini-loop road and eastbound Lee Highway are separated by a planted median. Eastbound Lee Highway is approximately 40 feet wide from curb to curb with three (3) wide eastbound travel lanes. There is no on-street parking along this section of Lee Highway. Adjacent to the site, the loop road varies in width from 27 feet to approximately 38.5 feet. The loop road varies to accommodate the slip lane to and from Lee Highway and its corresponding weaving maneuvers.

The draft Multimodal Study recommends the removal of the mini-loop within the site area. With removal of the loop road, the Multimodal Study plans for Lee Highway to be widened to approximately 48.5-feet from curb-to-curb. Within this section the three (3) eastbound travel lanes would be maintained, and an eastbound on-street bike lane and a parking lane would be added.

The applicant proposes a 42-foot wide section that accommodates three (3) eastbound travel lanes and bike lane. This proposal meets the recommendation of the Multimodal Study, with the exception of the parking lane. To support patron loading activities of the hotel, a sixteen (16) foot wide lay-by is proposed that will be separated from Lee Highway by a four (4) foot wide planting strip. Staff is continuing to evaluate the design and operation of the proposed lay-by area.

Fort Myer Drive

Along the site’s eastern frontage, Fort Myer Drive operates in conjunction with North Lynn Street as a one-way pair. Fort Myer Drive accommodates southbound vehicular flow through the Rosslyn Circle and Rosslyn and North Lynn Street supports the northbound movements. The mini-loop road also separates Fort Myer Drive and the existing development on the site. The current curb-to-curb section along Fort Myer Drive varies between 43 feet and 55 feet. Within this section, four (4) southbound lanes are provided as well as a segment of on-street parking on the west side of the street. The loop road and Fort Myer Drive are separated by a median/sidewalk that is generally 11 feet wide including street trees in tree pits with tree grates. The loop road adjacent to Fort

Myer Drive is approximately 27 feet wide and includes a parking lane and a single travel lane.

The Multimodal Study plans for Fort Myer Drive and Lynn Street both to be reconfigured into two-way streets. The plan also calls for the removal of the loop road. The curb-to-curb section of Fort Myer Drive would be widened to approximately 64 feet using some right-of-way from the removal of the loop road. Within this section, on-street parking would be provided on both sides of the street, two travel lanes would be provided in each direction, and a southbound bike lane would be provided.

The project proposes providing a 54 foot wide section along Fort Myer Drive adjacent to the proposed office building, which is inconsistent with the section proposed in the Multimodal Study because it does not include on-street parking adjacent to the site across the entire frontage of the block. Fort Myer Drive is proposed to be improved as a 64-foot wide street section, which includes on-street parking adjacent to the site. Staff and the applicant continue to explore ways to provide on-street parking along the entire Fort Myer Drive frontage of the site.

19th Street North

19th Street South sweeps southwest adjacent to the project with traffic flowing eastbound and westbound. The existing configuration includes a slip ramp/lane to access the loop road. The road generally provides five (5) lanes, two in each direction and a center left-turn lane. The curb-to-curb section varies; however it is generally 60 feet wide.

The December 2011 version of the Multimodal Study recommends a street section for 19th Street North that generally maintains a 54-foot curb-to-curb width, providing two travel lanes in each direction and on-street bike lanes in each direction. The initial version of the Multimodal Study (October 2011) recommended a street section for 19th Street North as stated above, but with the inclusion of on-street parking on the north side of 19th Street adjacent to the subject site. Staff and the applicant have discussed opportunities to provide on-street parking along 19th Street North adjacent to the site, as was initially recommended by the Multimodal Study.

North Moore Street

North Moore Street adjacent to the site is 45 feet wide from curb-to-curb. This section accommodates a travel lane in each direction and parking lanes on both sides of the street.

The Multimodal Study has three differing proposals for North Moore Street, each with a different curb to curb section and a different building face to building face section. The study assumes additional work would be done through the Rosslyn Sector Plan Addendum update, which will further define the character and vision for North Moore Street. The widest section proposed in the study would require a building face to building face dimension of 80 feet. This would be achieved through the redevelopment

of both sides of the street, with each property owner contributing approximately 9 feet to widen the street and sidewalk on their respective sides of the street centerline.

The applicant proposes to provide half of the recommended section of North Moore Street in a manner that will achieve the maximum street section proposed in the Multimodal Study. This will provide the maximum flexibility in the future should the use and vision of the street evolve over time. By doing this, the placement of buildings on the site would not unnecessarily limit the form or use of North Moore Street.

Mid-Block Alley

In addition to the network of streets around the perimeter of the site, the project proposes a new mid-block alley connecting North Moore Street and Fort Myer Drive. The new alley is designed to support all of the parking and loading activities generated by the site. By incorporating a new alley into the design of the site, the majority of the curb cuts required to support the project can be relocated from the perimeter of the site. This will presumably increase the amount of curb space available for on-street parking or other uses. The alley will also improve circulation and connectivity around the block and the low speeds along the alley may allow pedestrians and vehicles to occupy the same space with limited conflicts. The MTP supports the addition of the alley as it increases permeability through the block.

Sidewalks: The existing sidewalks around the entire perimeter of the site are all generally substandard and typically less than 10 feet in total width. The project proposes to widen all of the sidewalks around the perimeter of the site to a minimum of 17 feet 8 inches (face of building to back of curb). The sidewalk would include a 12-foot wide clear sidewalk and street trees. The proposed sidewalks are consistent with the street cross-sections included as part of the Rosslyn Multimodal Study.

Curb Space Management: Rosslyn is a hub for numerous multimodal transportation activities; therefore, it is critical to effectively manage curb uses. Managing and balancing all of the activities that occur today and into the future adjacent to the site will be essential to supporting the added density and activity proposed for the site. Staff has requested the applicant to document all of the existing curb uses around the perimeter of the site by time of day. Based on this information, staff will further evaluate the plan and its ability to support all the activities that occur around the site at the curbside. The vision for North Moore Street will also be critical in the development of best practices around the site for managing the curb space. With the provision of the mid-block alley, the project has generally maximized the amount of curb space available to be managed in support of uses on the site. The hotel lay-by area also must be further evaluated to assess its impact on the south side of Lee Highway.

DISCUSSION

Modification of Use Regulations: The following modifications to Zoning Ordinance requirements are requested with the subject site plan proposal:

- Parking ratios (office, hotel and residential)
- Parking space types (tandem, stacker and automated spaces)
- Landscaped open space
- Gross Floor Area exclusions for below grade storage and above grade mechanical shafts

Approved Policies and Plans: Section 25B of the Zoning Ordinance and the Rosslyn Station Area Plan Addendum set forth guidance for the redevelopment of the subject site.

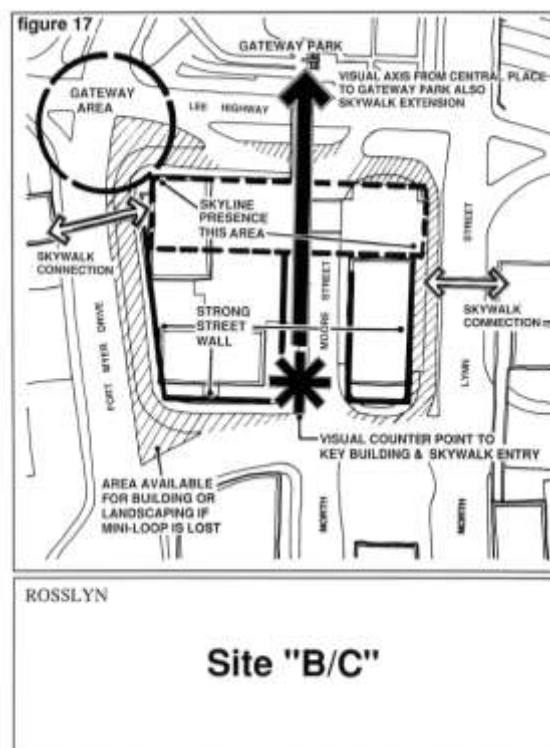
1992 Rosslyn Station Area Plan Addendum. Adopted in 1992, the Rosslyn Station Area Plan Addendum is the latest sector plan document adopted for Rosslyn and has provided general guidance for planning and development decisions in Rosslyn over the past two decades. The overarching vision outlined in the 1992 Addendum is a future Rosslyn that: will serve as a proud gateway into Arlington and Virginia; is a vibrant place to live, work, shop, recreate, and enjoy culture; is a premier office location that is home to regional and national corporate headquarters; has superior architecture and urban design; and is a comfortable place that serves as a great stage for human activities. In order to achieve this vision, the document identifies a list of more specific goals for the entire Rosslyn area:

- Create a “central place” which serves as the physical and social heart of Rosslyn;
- Restructure and enhance retail, restaurant and entertainment facilities;
- Integrate the sidewalks and skywalks into a comprehensive pedestrian circulation system which links all the major components of Rosslyn (residential, office and retail) into a unified whole;
- Greatly improve access to the Potomac River and to nearby National Parks and Monuments both physically and visually;
- Create a more urban form where buildings relate well to one another and to the street and exemplify good architectural and urban design practice;
- Enhance entries from both within and without Arlington;
- Increase opportunities for housing within the core of Rosslyn;
- Unify and improve parks, open spaces and cultural facilities;
- Provide an integrated system of transportation which emphasizes a Multimodal approach;
- Expand and enhance Rosslyn’s hotel resources; and
- Finally, but certainly not least, develop an office inventory which is both more cosmopolitan and more competitive in the marketplace.

In addition to the broader goals for Rosslyn above, the 1992 Addendum provides site specific guidelines for a number of locations throughout Rosslyn. The 1992 Addendum provides site specific guidance for the subject site, which is identified as Site B/C in the document (including the block to the east between Moore and Lynn Streets). While some of the specific guidance is less relevant due to changes resulting from approved or built projects, several of the detailed recommendations for the block still apply. Listed below

(and depicted in the supporting graphic) are a number of specific recommendations for the block:

- Providing a much more complete urban design composition;
- Contributing to a much improved skyline and image for Rosslyn;
- Potential elimination of the contra-flow, mini-loop roads around the block, providing additional sidewalk width and buildable area;
- Creation of additional housing in the core of Rosslyn;
- Continuation and/or improvement of through-block access and visual axis to Gateway Park; and
- Establishment of strong street walls on all or most adjacent streets.



2012 Rosslyn Sector Plan Addendum: This fall, Arlington County will be initiating a planning process to develop a 2012 update to the 1992 Rosslyn Sector Plan Addendum. The 2012 Addendum planning effort will focus primarily on addressing several challenges the area has continued to face since the adoption of the 1992 Addendum. More specifically, the main purpose of the 2012 Addendum will be to address the following four key issues in Rosslyn: urban design, building height, multimodal transportation systems, and urban parks and open space. This study will build upon the 1992 Addendum as a foundation, since the vision and much of the guidance provided in that document is still relevant, and therefore will not involve a comprehensive overhaul of the entire 1992 Addendum. Ultimately the process will culminate with a 2012 Addendum document that provides updated strategies and recommendations to

successfully address the four identified problem areas above. The main objectives of this work are:

- To build upon the community vision and plan described in the 1992 Rosslyn Station Area Plan Addendum;
- To understand and analyze existing conditions in the neighborhood in order to develop an urban design framework that will help make Rosslyn a more attractive and functional place;
- To establish a more specific, deliberate, and preferred building heights strategy;
- To examine the area's multimodal transportation system issues, opportunities, and needs; to bring the system into alignment with the County's current policies as set forth in its Master Transportation Plan; and to improve the system appropriately to become an integral component of the urban design framework for Rosslyn;
- To develop a more cohesive and functional parks and open space network to meet the recreational needs of Rosslyn while enhancing its public realm;
- To update, as needed, any policies outlined in the 1992 Addendum that are effectively out-of-date and should be revised to reflect current County policy;
- To actively facilitate a civic engagement process with diverse stakeholders to establish an inclusive, participatory planning process; and
- To integrate the products resulting from addressing the objectives above into a 2012 Addendum that can help guide the County's decision-making process regarding future redevelopment projects in Rosslyn.

While the Rosslyn Sector Plan Addendum Update will begin in the near future, several pre-planning steps for this study have been completed or are in progress. In June 2011, the County Board approved a scope of work document outlining the key issues and questions to be addressed through the course of the 2012 Rosslyn Sector Plan Addendum process. In September 2011, the County Manager presented the County Board with a proposed community process for the study, which detailed a general approach and structure for how the community will be engaged throughout the process to help formulate plan recommendations. The current project schedule anticipates a kick-off public meeting in the First Quarter of 2012, with a targeted study completion date of First Quarter 2013.

Phased Development Site Plan (PDSP): PDSP applications are typically utilized on sites greater than twenty acres with the purpose of providing a conceptual plan of development of the site focused on land uses, public facilities, transportation and utilities. Whereas PDSP applications request approval of a certain amount of density and a general development pattern, no buildings can be constructed until subsequent Final Site Plan (FSP) applications are approved for the individual buildings. PDSPs have primarily been used on undeveloped sites such as with Colonial Village (PDSP #161) or on underutilized sites such as with Potomac Yards (PDSP #346). The value of PDSP applications are that they analyze the site as a whole without requiring detailed designs for individual buildings that will be subject to future FSP applications when property owners are ready to invest in the design and construction of the individual buildings. In contrast to the PDSP application process, FSP applications for multi-building sites, which do require

detail designs of the individual buildings, have been approved on sites such as with Founders Square (SP #413) and the Peck/Staples site (SP #401) without a PDSP application governing the site.

The Rosslyn Gateway PDSP has been submitted by the applicant concurrent with the FSP applications for two of the three buildings proposed by the PDSP application. From a density perspective, the PDSP proposes the maximum 10.0 FAR as permitted by the “C-O-Rosslyn” zoning district, while the FSP seeks the retention of the Gateway North building along with the construction of the office building and residential/hotel building that results in a 9.89 FAR. Because the PDSP and FSP boundaries are the same, staff has evaluated many of the typical PDSP elements along with the FSP. Regardless, and aside from density, the principle elements that are applicable to the review of the PDSP include streetscape designs, road improvements, vehicular access and circulation, building placement and height, parking, pedestrian access and circulation, retail, and construction phasing. These elements are applicable to both the PDSP and FSP and have been evaluated concurrently to date, which is similar to the review process in multi-building FSP applications.

Issues: In response to comments discussed with the SPRC and with staff, the applicant has made substantive revisions to the applications. To address specific comments regarding compliance with the Rosslyn Multimodal Study, on-street parking has been proposed along 19th Street North and Fort Myer Drive, which required the form of the office building to be reconfigured and resulted in less area of public right-of-way that is requested to be vacated. In addition, the office building has been redesigned to better relate to the curvature of 19th Street North and to eliminate the large outdoor dining area in the southwest corner of the site. Finally, an increase in the amount of ground floor retail space has been proposed to provide greater activation of all street frontages. Staff will continue to evaluate these revisions in the context of comments discussed in previous meetings of the SPRC. The following issues have been identified by staff for further review and discussion:

Land Use & Zoning

- ~~Future residential building density~~
- ~~Retail uses~~

Site Design & Characteristics

- Hotel/residential building lay-by drop-off area
- Streetscape elements
- Building orientation towards Gateway Park
- Building presentation to the north and Rosslyn
- ~~Plaza area in the southwest portion of site~~

Building Design & Architecture

- ~~Penthouse height~~
- Building architecture
- ~~Office building location~~

Transportation

- ~~Elimination of counter flow lanes~~
- Parking modifications
- ~~Garage parking operations~~
- Rosslyn Multimodal Study street section conformance
- On-street parking

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| | | |
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